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REMARKS

The amendments made in this preliminary amendment are to correct errors in the drawings and in the specification of this application.

Figure 2 has been amended to more accurately illustrate the prior art which is not part of the invention.

Figure 3 has been amended to accurately illustrate the present invention as described in the disclosure of this application. In paragraph [0018], the method for lubricating an aircraft engine according to the present invention is described as follows:

...the recovered clean liquid oil is then returned from the oil scavenging system 218 to the oil supply source 200 for further use, as indicated by the arrowed line 224. The liquid oil is cooled before re-entering the circuit for lubricating and cooling the one or more main bearing cavities 202 and the AGB 204. The cooling process, as indicated by **the block 226**, may be conducted by any suitable means for cooling which is **connected after the oil supply source 200**,...

It is clear that the originally filed Figure 3 does not accurately illustrate the above description and therefore, should be replaced by the amended Figure 3.

Figure 4 has been amended to agree with the description of both the preferred embodiment and with the alternative arrangement as described in paragraph [0026], as follows:

The tube 52 is connected preferably tangentially with the cylindrical wall 44 of the annular cavity 40 (but could also be in the side radial wall 42)...

However, in order to avoid confusion, the alternative arrangement is illustrated in dotted lines at 52', and a corresponding reference is added to the above description.

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Paragraph [0015] has been amended to reflect the oil directed from the oil supply 100 to AGB 104 as illustrated in the amended Figure 2. This addition is directed to the prior art rather than the present invention.

The remaining amendments to the relevant paragraphs relate to correction of a clerical error which caused references to the respective Figures 2, 3 and 4 to be mistakenly indicated as referring to the respective Figures 1, 2 and 3. These errors can be easily identified through the context of those paragraphs against the drawings, and have therefore been corrected accordingly.

No new matter is added.

Applicant believes this application is now in a condition for a favourable action which is respectfully solicited.

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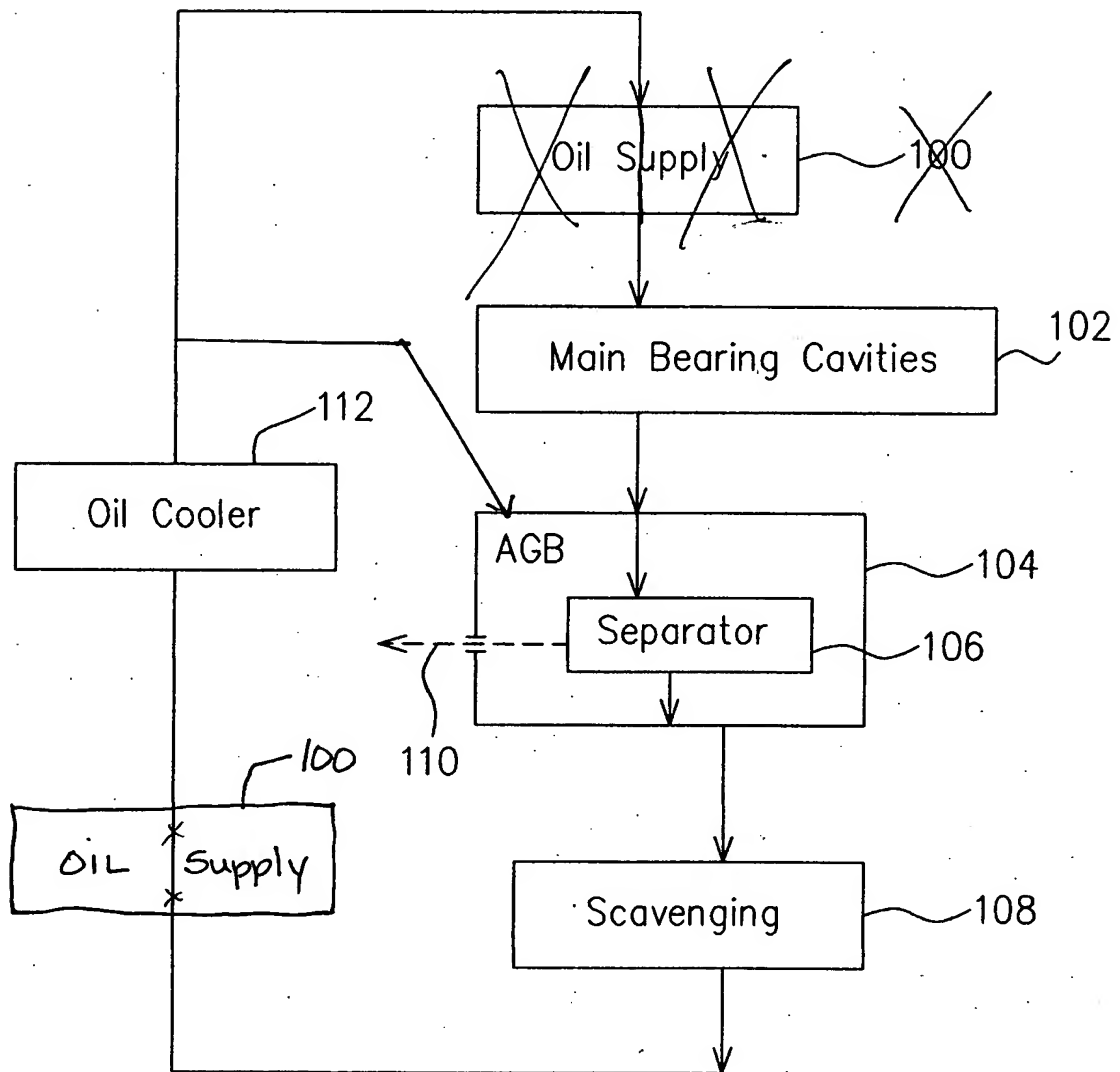


FIG. 2
(PRIOR ART)

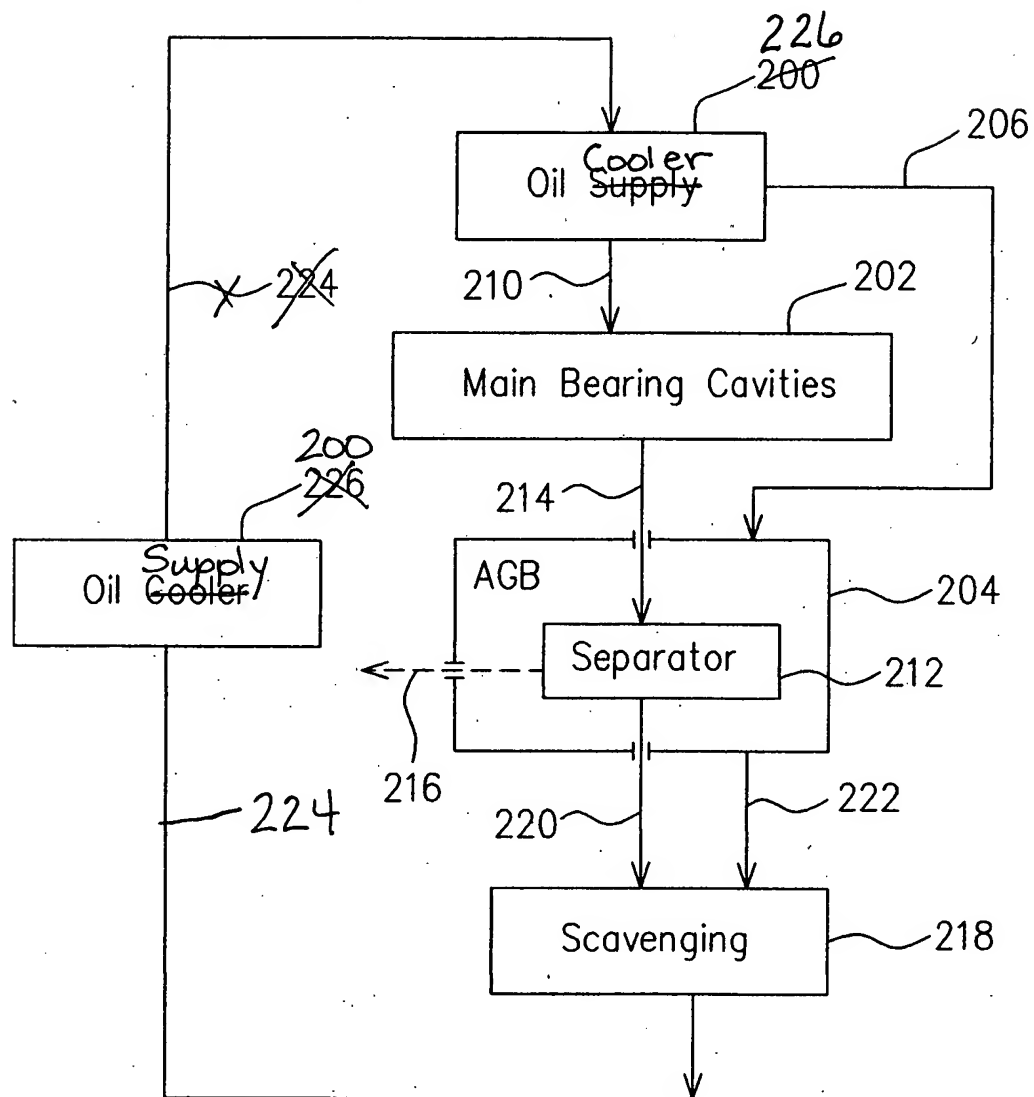


FIG. 3

